

Local Officials/Other Coordination

168912.B0.EN.01

October 2, 2002

168912.B0.EN.01

Mayor Daryl Fountain
City of Henry
Henry, IL 61537

Subject: Illinois Route 29 Study
IL 6 to I-180
Peoria, Marshall, Putnam, and Bureau Counties
October 8, 2002 Meeting

Dear Mayor Fountain:

Thank you for agreeing to meet with us on October 8 to discuss your views on the need for the IL 29 project. As we discussed, the meeting will begin at 4:30 p.m. and will be held in the Marshall County Courthouse Boardroom.

As I mentioned during our conversation, a critical chapter of the Environmental Impact Statement we will be preparing for this study is the first chapter which describes the need for improvements along IL 29. To develop a compelling "need statement" for IL 29 improvements, we would like to include input from people such as you that use the highway on a daily basis. Your knowledge of commuting patterns and the importance of the highway for existing and prospective businesses and to accommodate planned development will complement data we are collecting on existing and future traffic information, crash data, and engineering deficiencies along IL 29.

I look forward to meeting you. If you have any questions about the October 8 meeting or the project in general, please ring me at 414-272-2426.

168912.B0.EN.01

Sincerely,

CH2M HILL

Dan Dupies
Project Planner

MKE\Document2

c: Dick Stafford/CH2M HILL
Eric Therkildsen, P.E./IDOT
Paula Green/IDOT

168912.B0.EN.01

October 2, 2002

168912.B0.EN.01

Mayor Don White
908 N. 2nd Street
Chillicothe, IL 61523

Subject: Illinois Route 29 Study
IL 6 to I-180
Peoria, Marshall, Putnam, and Bureau Counties
October 8, 2002 Meeting

Dear Mayor White:

Thank you for agreeing to meet with us on October 8 to discuss your views on the need for the IL 29 project. As we discussed, the meeting will begin at 1:00 p.m. and will be held at City Hall.

As I mentioned during our conversation, a critical chapter of the Environmental Impact Statement we will be preparing for this study is the first chapter which describes the need for improvements along IL 29. To develop a compelling "need statement" for IL 29 improvements, we would like to include input from people such as you that use the highway on a daily basis. Your knowledge of commuting patterns and the importance of the highway for existing and prospective businesses and to accommodate planned development will complement data we are collecting on existing and future traffic information, crash data, and engineering deficiencies along IL 29.

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Paula Green/IDOT

168912.B0.EN.01

October 2, 2002

168912.B0.EN.01

Mayor Philip Murphy
Sparland Village Hall
Sparland, IL 61565

Subject: Illinois Route 29 Study
IL 6 to I-180
Peoria, Marshall, Putnam, and Bureau Counties
October 8, 2002 Meeting

Dear Mayor Murphy:

Thank you for agreeing to meet with us on October 8 to discuss your views on the need for the IL 29 project. As we discussed, the meeting will begin at 4:30 p.m. and will be held in the Marshall County Courthouse Boardroom.

As I mentioned during our conversation, a critical chapter of the Environmental Impact Statement we will be preparing for this study is the first chapter which describes the need for improvements along IL 29. To develop a compelling "need statement" for IL 29 improvements, we would like to include input from people such as you that use the highway on a daily basis. Your knowledge of commuting patterns and the importance of the highway for existing and prospective businesses and to accommodate planned development will complement data we are collecting on existing and future traffic information, crash data, and engineering deficiencies along IL 29.

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168912.B0.EN.01

Sincerely,

CH2M HILL

Dan Dupies
Project Planner

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c: Dick Stafford/CH2M HILL
Eric Therkildsen, P.E./IDOT
Paula Green/IDOT

168912.B0.EN.01

October 2, 2002

168912.B0.EN.01

Mr. Tom Wenk
P.O. Box 308
Lacon, IL 61540

Subject: Illinois Route 29 Study
IL 6 to I-180
Peoria, Marshall, Putnam, and Bureau Counties
October 8, 2002 Meeting

Dear Mr. Wenk:

Thank you for agreeing to meet with us on October 8 to discuss your views on the need for the IL 29 project. As we discussed, the meeting will begin at 4:30 p.m. and will be held in the Marshall County Courthouse Boardroom.

As I mentioned during our conversation, a critical chapter of the Environmental Impact Statement we will be preparing for this study is the first chapter which describes the need for improvements along IL 29. To develop a compelling "need statement" for IL 29 improvements, we would like to include input from people such as you that use the highway on a daily basis. Your knowledge of commuting patterns and the importance of the highway for existing and prospective businesses and to accommodate planned development will complement data we are collecting on existing and future traffic information, crash data, and engineering deficiencies along IL 29.

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168912.B0.EN.01

Sincerely,

CH2M HILL

Dan Dupies
Project Planner

MKE\Document2

c: Dick Stafford/CH2M HILL
Eric Therkildsen, P.E./IDOT
Paula Green/IDOT



RR#1 Box 143-B
Lacon, IL 61540
309-246-2960
FAX 309-246-3061

Tom Wenk
Chairman Marshall County Board

October 02, 2002

Re: Highway Transportation Improvements

Dear Tom:

I was delighted to hear that we may be able to see an improved four (4)-lane highway coming past Lacon. I will personally lend my support towards any improvements being considered on our present highway access.

Meta Tec was recently awarded "Tier 1" status as a supplier to Caterpillar Tractor in their Global Purchasing strategy. There are only a very few outsource suppliers that have achieved this recognition. "Tier 1" marks us as a company that Caterpillar plans to grow with in the coming years. Widening route 29 to (4)-lane will enhance Meta Tec's ability to deliver our product "Just-In-Time" to the recipient Caterpillar facilities.

Over the last three years manufacturing in this country has seen a serious downturn. Caterpillar like many of the large corporate giants is seeking vendors that can provide their products in a timely and cost effective manner. Sadly, this has meant that jobs here in Illinois have migrated to other states and countries. As an Illinois manufacturer I certainly applaud your efforts to help enable Meta Tec to keep those jobs and work here at home. It is thru efforts by people like yourself working with I.D.O.T. to enhance our ability to compete in the world market place, that Meta Tec will continue to be a manufacturer with a future.

We will be receiving many new opportunities in the next fifteen months because of our "Tier 1" status. The nature of the products we support being large and of heavy steel plate make transportation a very important issue. I would like to extend an invitation to you, your committee members, representatives of I.D.O.T., and representatives of our legislature to come and see what is happening at Meta Tec. Simple observation of our current products for our customers is indicative of the type of products we have yet to start, and why it is so important that improvements in our highways be made.

Thank you
David S. Suffern - President

A handwritten signature in dark ink, appearing to read "David S. Suffern", is written over a horizontal line.

Hardin Industries, Inc.

400 Commercial Street
Lacon, Illinois 61540

Phone (309) 246-8456
Fax (309) 246-3117

Tom Wenk
County Board Chairman
619 Park St.
Lacon, IL 61540

October 2, 2002

Re: Widening of IL Route 29

Tom,

It is my opinion that the widening of IL Route 29 to four lanes between Peoria and Route 180 would be advantageous to my company, as well as to other commercial concerns in the Lacon area.

We ship all of our products by semi truck/trailer; therefore a four-lane road closer to us would be more cost effective for getting to the interstate highways.

Dale J. Hardin,
Hardin Industries, Inc.



MARSHALL COUNTY AIRPORT

October 2, 2002
LACON, ILLINOIS 61540

Tom Wenk
Chairman, Marshall County Board

Regarding the impact of improvement to surface access north from Peoria on the Marshall County Airport:

The staff and Airport Board feel it would be very positive. Currently many flight students and some hangar tenants either reside in or work in Peoria. Improved access will increase those numbers and should encourage people to take up residence nearer the airport. Many already shop in and frequent restaurants in the county. We feel many current owners in Peoria may choose to relocate here as other forms of security and development restrict light plane aviation growth near Peoria.

Neil Pobanz, Manager

AIRPORT BOARD
Charles L. Allen, President
Robert Jesse, Secretary-Treasurer
Roy Seibold
Art Blase
Bill McNight

AIRPORT MANAGER
Lacon Aero Service, Inc.
Phone 309/246-2870

FIXED BASE OPERATOR
Lacon Aero Service, Inc.
Chad Pobanz
Bill Doyle
Neil Pobanz
Phone 309/246-3700

AIRPORT BOARD
Charles L. Allen, Pres.
Robert Jesse, Sec.-Treas.
Roy Seibold
Art Blase
Bill McKnight



Airport Manager
Lacon Aero Service, Inc.
Neil Pobanz
Phone 309/246-2870

Fixed Base Operator
Lacon Aero Service, Inc.
Phone 309/246-3700

MARSHALL COUNTY AIRPORT BOARD

P.O. BOX 248
LACON, ILLINOIS 61540

October 4, 2002

Mr. Thomas V. Wenk, Chairman
Marshall County Board
Marshall County Court House
122 N. Prairie Street
Lacon, Illinois 61540

Dear Tom:

The Marshall County Airport Board unanimously supports the expansion and improvement of State highway Route 29.

The Marshall County Airport Board has recently entered into an Agreement for Consultant Services and is beginning an extensive study for the expansion of facilities at Marshall County Airport. This study will include a new, longer runway to accommodate more corporate and general aviation aircraft. Planning is already in place for construction of more corporate and general aviation hangars.

Improved and widened highway access both from the Peoria area and to Interstate 80 to the North are essential components for the growth of Marshall County Airport. As security restrictions and other developments restrict corporate and light plane activities in the Peoria area, more and more pilots are using the facilities at Marshall County Airport.

Sincerely,

MARSHALL COUNTY AIRPORT BOARD

Charles L. Allen
President

This certificate is issued under and subject to the provisions of the Illinois Aeronautics Act, Chapter 110, Section 1-1, Department for the Administration thereof.



STATE OF ILLINOIS
RICHARD B. OGILVIE, Governor
DEPARTMENT OF AERONAUTICS
Springfield

Certificate

THIS CERTIFICATE, issued pursuant to an order of the Department of Aeronautics, dated January 29, 1970, certifies that the airport described below has been approved as a Restricted Landing Area pursuant to the Laws of the State of Illinois and the Rules and Regulations of the Department of Aeronautics.

Department of Aeronautics.
Located near Sparland, in the Northeast 1/4 of Section 4, Township 12 North, Range 9 East of the Fourth Principal Meridian, Marshall County, Illinois.

Issued to Donald O. Hugbos this 14th day of July, 19 70

/s/ J. E. Wenzel
Director of Aeronautics

DISPLAY PROMINENTLY AT ALL TIMES



CITY OF LACON

CITY HALL - LACON, ILLINOIS 61540
Phone (309) 246-6111

October 8, 2002

Dan Dupies
Project Planner
CH2M HILL
135 South 84th Street
Suite 325
Milwaukee, WI 53214-1456

Dear Dan:

As Mayor of Lacon and a concerned citizen of Marshall County, I want to express my support for widening Rt. 29 in its present location. Relocating the highway would isolate our community and other small towns in rural Marshall County, resulting in erosion of our businesses and population.

At present, we have two manufacturing facilities that rely on truck transportation and would greatly benefit from having a multi-lane highway accessible to their distribution point. Our commercial district has room for growth and the proposed expansion of the highway would make the Lacon commercial district more desirable for new business to locate.

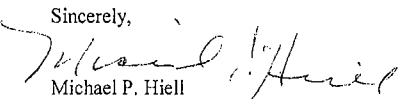
A large portion of our population works and/or shops in the Peoria area, utilizing the current Rt. 29 would greatly improve the safety and reduce the time for that trip.

The Peoria area is growing from the South to the North along the Rt. 29 corridor. I feel that having modern highways will enhance that growth into our community making Lacon a comfortable place to purchase homes and raise families.

Lacon is located on the Illinois River with an active marina. Our restaurants, antique shops and unique retail stores attract a moderate level of tourism. Improving the access to our community would enable us to increase tourism and interest in this region.

Again, I urge you to choose the solution that widens Rt. 29 in its current location. Rural communities are the backbone of Central Illinois and this is the only solution that allows the communities in Marshall County to thrive.

Sincerely,


Michael P. Hiell
Mayor, City of Lacon

October 2, 2002

168912.B0.EN.01

Mayor Mike Hiell
406 5th Street
Lacon, IL 61540

Subject: Illinois Route 29 Study
IL 6 to I-180
Peoria, Marshall, Putnam, and Bureau Counties
October 8, 2002 Meeting

Dear Mayor Hiell:

Thank you for agreeing to meet with us on October 8 to discuss your views on the need for the IL 29 project. As we discussed, the meeting will begin at 4:30 p.m. and will be held in the Marshall County Courthouse Boardroom.

As I mentioned during our conversation, a critical chapter of the Environmental Impact Statement we will be preparing for this study is the first chapter which describes the need for improvements along IL 29. To develop a compelling "need statement" for IL 29 improvements, we would like to include input from people such as you that use the highway on a daily basis. Your knowledge of commuting patterns and the importance of the highway for existing and prospective businesses and to accommodate planned development will complement data we are collecting on existing and future traffic information, crash data, and engineering deficiencies along IL 29.

I look forward to meeting you. If you have any questions about the October 8 meeting or the project in general, please ring me at 414-272-2426.

Sincerely,

CH2M HILL

Dan Dupies
Project Planner



County Board of Marshall County, Illinois

COUNTY COURTHOUSE • LACON, ILLINOIS 61540 • PHONE (309) 246-6325

10/08/2002

Dan Dupies
Project Planner
CH2M HILL
Suite 325
135 South 84th Street
Milwaukee, WI 53214-1456

Dear Mr. Dupies:

I want to thank you for coming to Marshall County, and it is my hope that when you leave, it will be with a positive understanding of why the widening of current Rt. 29 in its present location, is so important.

As you mentioned in your letter of the 2nd of October, you have all of the facts and figures relating to traffic counts, crash data, etcetera. What I hope to impart with our meeting, is information that is not readily available in a facts and figure format.

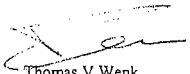
A large portion of our residents work, shop and play in the Peoria metro area, an area that is moving northward. The personal traffic pattern for most residents of this side of Marshall County is Rt 29.

Marshall County is home to industries and has its own airport. All of which would be greatly enhanced by the improvement to Rt 29.

At our meeting you will have a chance to meet with the Mayors along the Rt 29 corridor and I am sure that they will also have positive input for you. I have also attached letters of support from our Airport and our major industries.

Again thanks for seeking local input, and I hope to see this project come to fruition in the not too distant future.

Sincerely,


Thomas V Wenk
Chairman, Marshall County Board

Attachments



Illinois Department of Transportation

Division of Highways / District 4
401 Main Street / Peoria, Illinois / 61602-1111
Telephone 309/671-3333

March 11, 2003

Mr. Dennis W. Bailey, Manager
Distribution Operations
Poly One Corporation - 440-930-1000
33587 Walker Road
Avon Lake, OH 44012

Dear Mr. Bailey:

In a letter dated March 11, 2002, you responded to the Department's inquiry about activities with respect to the possible sale of the Lincoln and Southern Railroad. The letter indicated a willingness to engage in discussions about using the L&S right-of-way to expand IL 29 as long as the safety or viability of operations along the line was not disturbed.

The study of the expansion of IL 29 to four lanes is underway. The Department has hired the engineering firm CH2MHILL to perform the study. The project extends from IL 6 near Peoria to I-180 near Hennepin. The proposed expansion poses many engineering challenges since it lies in an environmentally sensitive area that is often constrained by the river, bluff, and railroad. The L&S Railroad and IL 29 parallel one another over much of the project length north of Chillicothe. Several design alternatives are being evaluated; some of the alternates require that the Department consider relocating a portion of the railroad.

In the near future, Department representatives will be contacting you for assistance to help evaluate alternates that may affect the railroad. Please provide the name of the individual(s) you would like to participate in the evaluation. The Department fully understands the importance of maintaining both modes of transportation within the study area and looks forward to working with you. Please contact Mr. John Anderson at (309) 671-3493 or Maureen Addis at (309) 671-3454 if you have any questions.

Very truly yours,

Joseph E. Crowe, P.E.
District Engineer



By: Eric S. Therkildsen, P.E.
Program Development

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cc: Project File (M. Lewis)
CH2M Hill
John Schwalbach (Bureau of Railroads)

RESOLUTION NO. 03-01

A RESOLUTION OF THE CITY OF HENRY, MARSHALL COUNTY, ILLINOIS SUPPORTING IMPROVEMENT OF ROUTE 29 AS A PART OF THE FOUR LANE HIGHWAY SYSTEM FROM PEORIA TO CHICAGO.

WHEREAS, a four lane highway to link Peoria and Chicago has been proposed; and

WHEREAS, THE City of Henry wishes to express its support for a highway linking Peoria and Chicago; and

WHEREAS, on the 14th day of August, 2000, the City of Henry adopted Resolution No. 00-6 expressing its support for the construction of a highway as an extension of the Interstate 474/Illinois Route 6 Bypass to the North of Peoria to the southerly end of Interstate 180 located North of Putnam, Illinois; and

WHEREAS, presently, a two lane highway known as Illinois Route 29 connects the Interstate 474/Route 6 Bypass to Interstate 180; and

WHEREAS, the improvement of Route 29 to a four lane highway or incorporation of Route 29 into a four lane highway, in addition to keeping prime farmland available for production, will have the beneficial effect of facilitating the use of existing supporting services such as service stations, restaurants, lodging and emergency facilities by travelers on the highway.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF HENRY, MARSHALL COUNTY, ILLINOIS, as follows:

Section 1: That the City of Henry hereby expresses its support for the construction of a four lane highway system from Peoria to Chicago by incorporating or improving, as part of the four lane highway, Route 29 from at or near its intersection with the Interstate 474/Illinois Route 6 Bypass at Peoria to Interstate 180.

PASSED BY THE COUNCIL OF THE CITY OF HENRY, MARSHALL COUNTY, ILLINOIS, IN REGULAR AND PUBLIC SESSION, THIS 12th DAY OF May, 2003.

CH2MHILL TELEPHONE CONVERSATION RECORD

Call To: Dennis W. Bailey, Manager
Poly One Corporation

Phone No.: 440-930-1000

Date: May 13, 2003

Call From: Dick Stafford

Time: 02:54 PM

Message

Taken By: Richard W. Stafford, P.E.

Subject: Illinois 29--Railroad Relocation

Pursuant to IDOT's request I contacted Poly One Corporation, owners of the railroad parallel to Illinois Route 29. I begin the conversation by reminding Mr. Bailey of a letter IDOT sent to his attention on March 11th, 2003. Mr. Bailey remembered the letter and the issues regarding their railroad.

Mr. Bailey stated that they have had an internal meeting discussing the potential of the relocation of their railroad tracks in conjunction with improvements and expansion of Illinois Route 29. Mr. Bailey stated that at their internal meeting they concurred/agreed that it was acceptable to Poly One for their tracks to be relocated with IDOT paying for the relocation. He also stated that it was necessary for their tracks to remain operational while the track relocation is being constructed.

Mr. Bailey asked where we are at in the project. I told him that we are still in the planning mode/alternatives development stages. I also informed him that IDOT would be holding a Public Information Meeting in the second week of June. Mr. Bailey requested to be informed of the time and day when these information meetings will be held. He expressed the desire for his organization to attend. I told Mr. Bailey I would let him know as soon as the date has been set.

Mr. Bailey also left me the phone number and the contact at the Iowa Interstate. The contact is Pat Sheldon/Iowa City, Iowa. Phone number is 319-339-9504

RESOLUTION NO. R-17-03-6-2

WHEREAS, a four lane highway to link Peoria and Chicago has been proposed; and

WHEREAS, the City of Princeton wishes to express its support for a highway linking Peoria to Chicago; and

WHEREAS, on the 21st day of August 2000, the City of Princeton adopted Resolution No. R-10-00-8-21 expressing its support for the construction of a highway as an extension of the Interstate 474/Illinois Route 6 Bypass to the North of Peoria to the southerly end of Interstate 180 located North of Putnam, Illinois; and

WHEREAS, presently, a two lane highway known as Illinois Route 29 connects the Interstate 474/Route 6 Bypass to Interstate 180; and,

WHEREAS, the improvement of Route 29 to a four lane highway or incorporation of Route 29 into four lane highway, in addition to keeping prime farmland available for production, will have the beneficial effect of facilitating the use of existing supporting services such as service stations, restaurants, lodging and emergency facilities by travelers on the highway.

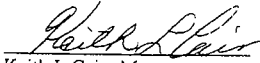
NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND THE CITY COUNCIL OF THE CITY OF PRINCETON, BUREAU COUNTY, ILLINOIS, as follows:

Section 1: That the City of Princeton hereby expresses its support for the construction of a four lane highway system from Peoria to Chicago by incorporating or improving, as part of the four lane highway, Route 29, from at or near its intersection with the Interstate 474/Illinois Route 6 Bypass at Peoria to Interstate 180.

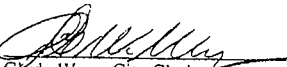
Passed and adopted this 2nd day of June, 2003.

	<u>AYE</u>	<u>NAY</u>	<u>ABSENT</u>	<u>ABSTAIN</u>
Mayor Keith L Cain	X			
Councilmen:				
Robert L Warren	X			
Al Taylor	X			
Ray Swanson	X			
James R Myers	X			

APPROVED:


Keith L Cain, Mayor

ATTEST:


Clyde Wray, City Clerk

A RESOLUTION OF THE COUNTY OF MARSHALL, ILLINOIS SUPPORTING IMPROVEMENT OF ROUTE 29 AS A PART OF THE FOUR LANE HIGHWAY SYSTEM FROM ROUTE 6 IN PEORIA COUNTY TO ROUTE 80 IN BUREAU COUNTY ILLINOIS.

WHEREAS, a four lane highway to link Route 6 to Route 80 has been proposed; and

WHEREAS, The County of Marshall wishes to express its support for a highway linking Route 6 and Route 80.

WHEREAS, we have previously gone on record expressing its support for the construction of a highway as an extension of the Interstate 474/ Illinois Route 6 Bypass to the North of Peoria to the southerly end of Interstate 180 located North of Putnam, Illinois; and

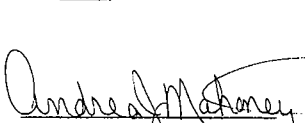
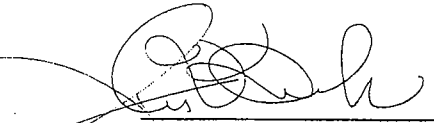
WHEREAS, presently, a two lane highway known as Illinois Route 29 connects the Interstate 474/ Route 6 Bypass to Interstate 180; and

WHEREAS, the improvement of Route 29 to a four lane highway or incorporation of Route 29 into a four lane highway, in addition to keeping prime farmland available for production, will have the beneficial effect of facilitating the use of existing supporting services such as service stations, restaurants, lodging and emergency facilities by travelers on this highway.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNTY BOARD OF MARSHALL COUNTY, ILLINOIS, as follows:

Section 1: That the County Board of Marshall County hereby expresses its support for the construction of a four lane highway system from Route 6 to Route 80 by incorporating or improving, as part of the four lane highway, Route 29 from at or near its intersection with the Interstate 474/ Illinois Route 6 Bypass at Peoria to Interstate 180.

PASSED BY THE COUNTY BOARD OF MARSHALL COUNTY, ILLINOIS, IN REGULAR AND PUBLIC SESSION, THIS 5th DAY OF June, 2003.

 Andrea J. Mahoney Marshall County Clerk	 Thomas V. Wenk, Chairman Marshall County Board
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RESOLUTION OF BUREAU COUNTY
SUPPORTING IMPROVEMENT OF ROUTE 29 AS A PART OF THE
FOUR LANE HIGHWAY SYSTEM FROM PEORIA TO INTERSTATE 180

WHEREAS, presently, a two lane highway known as Illinois Route 29 connects the Interstate 474/Route 6 Bypass to Interstate 180; and,

WHEREAS, a four lane highway to link Peoria and Chicago has been proposed; and Bureau County wishes to express its support for a highway linking Peoria and I-180; and

WHEREAS, the improvement of Route 29 to a four lane highway or incorporation of Route 29 into a four lane highway, will have the beneficial effect of encouraging economic development and improving the use of existing supporting services such as service stations, restaurants, lodging and emergency facilities by travelers on the highway.

WHEREAS, the transportation committee reviewed the Route 29 improvement project at the meeting on May 27, 2003 and recommends support of the project to the full county board

NOW, THEREFORE, BE IT RESOLVED BY THE COUNTY OF BUREAU

That the County of Bureau hereby expresses its support for the construction of a four lane highway system from Peoria to I-180 by incorporating or improving, as part of the four lane highway, Route 29 from at or near its intersection with the Interstate 474/Illinois Route 6 Bypass in Peoria to Interstate 180 in Bureau County.

A-114

STATE OF ILLINOIS)
)SS
COUNTY OF BUREAU)

Ron Happach
Ron Happach, Chairman
Bureau County Board

I, Kamala Hieronymus, County Clerk in and for the County and State aforementioned and keeper of the records and files of said county office hereby certify that the foregoing is a true, correct statement and copy of a resolution passed by the county board at their meeting on this ¹⁰12th day of ^{June}May, 2003.

WITNESS, my hand and official seal of the County Clerk of said county in Princeton, Illinois this ¹⁰13th day of ^{June}May, 2003.

(SEAL)

Kamala S. Hieronymus
Kamala Hieronymus,
County Clerk

APPROVED:

Daryl L. Lantieri
Mayor

ATTEST:

Jane Gildner
City Clerk

EXAMINED AND APPROVED:

[Signature]
Corporation Counsel

Illinois Route 29—Field Review and Meeting with Mayor of Chillicothe

ATTENDEES: Don White/Mayor
 Syd/Public Works Director
 Dick Stafford/CHI
 Kim Kolody/CHI

FROM: CH2M HILL

DATE: July 7, 2003

On Wednesday, July 3rd, 2003 CH2M HILL were involved in a field review to investigate various conditions as they relate to alternative alignments developed for the Illinois Route 29 Phase I Study. In addition to the field review, a meeting was also held with Mayor Don White of Chillicothe and the Chillicothe Public Works Director.

Gravel Pit Issues

The existing gravel pit area was investigated. CH2M HILL met with operators of the Galena Road Gravel Inc. to get a reasonable understanding of activities, future plans, etc. The following information was uncovered:

- The gravel pit has a depth of approximately 70 to 75 feet.
- The gravel pit will be excavating areas further to the west than was seen in the field review. It was stated that they will excavate an area up to their property line. Their property line extends west through the S-5 (furthest east) alignment. Currently there is some operation in the area near the S-5 alignment, however, the depth of the excavation is relatively small compared to other areas of the gravel pit.
- The right-of-way line for the S-4 mainline alignment (west of S-5) has its eastern right-of-way line located where the gravel pit's property line is located. All of the S-4 mainline right-of-way would not encroach upon the gravel pit. This alignment would have less of an impact on the gravel pit than would S-5. Note that an interchange at Truitt would still have some encroachment upon the gravel pit. At this time this does not appear to be a problem.

North of Gravel Pit and Railroad Tracks

This area is the area north of the gravel pit and north of the railroad tracks, where the Illinois Route 29 bypass of Chillicothe travels further to the east to tie into existing Illinois Route 29. The following are some field observations and information received from the Gravel Pit owner.

- Galena Road Gravel Inc. owns property north of the railroad tracks, and is planning on excavating that area in the future.

- Alternative alignments north of the railroad tracks travels through some of the Galena Road Gravel Inc. property. Specifically, alternative alignment S-4b and S-5b encroach upon the site.
- Field investigations identified potential concerns over the alignments S-4b and S-5b. These alignments travel parallel to the Senachwine Creek, and travels between the Senachwine Creek and the major ponds/waterways associated with the Galena Road Gravel Inc's property. Major soil stability, impacts to the future excavation of the Galena Road Gravel Inc's property, and other potential environmental issues could arise.
- Alignments S-4a and S-5a would have limited, if not any impact, to the Galena Road Gravel Inc's property north of the railroad tracks.
- The terrain of this area was also investigated in the field review. It appeared that the alignments S-4/5a would be able to "fit better" within the existing terrain then would alignments S-4/5b.

Meeting with Mayor Don White

A meeting was also held on July 2nd, 2003 with Don White Mayor of Chillicothe, and the Chillicothe's Public Works Director. The objective of this meeting was to:

- Understand the city's overall comprehensive plan.
- The city's concerns, preference, and/or impacts regarding the potential Illinois Route 29 bypass alignments to be carried forward.

The following documents key points that were brought up during the discussion:

- S-5 alignment is less politically desirable for some of the city's council members.
- S-5 alignment may impact the gravel pit. It was pointed out to the Mayor that this would may be very costly if a long spanned bridge would be necessary to travel over Truitt, over the railroad, and then span over the gravel pit.
- Mayor White stated that alignment S-5 is approximately ¼ mile west of the city limits, and that this alignment would enable more development to the west without hitting the S-5 alignment. The mayor went on to state that in the future growth would expand even further then ¼ mile, and that the S-5 alignment may develop into a boundary/barrier for future expansion. The mayor then stated that the S-4 alignments would enable more area for future development then would S-5. The Mayor stated that this would be a desirable factor.

The Mayor's overall vision for the Chillicothe network would be to:

- Extend McGrath Street to the west to S-4. McGrath Street is just north of Three Sisters Park and runs parallel, south of Cloverdale Rd.
- Consider interchanges at McGrath Street and Truitt Road.
- Grade separate Cloverdale Road and Sycamore Street at the Illinois Route 29 Bypass to maintain roadway continuity, and to ensure that access is not cut off.

- An at-grade crossing or grade separation at Benedict to provide access to newly developing high-end housing as well as a possible golf course.
- An interchange at either Cedar Hills Drive or Old Galena Road for access to Caterpillar would be beneficial.

The Chillicothe Public Works Director made some comments regarding utility issues.

- There is a lift station located along the south side of Sycamore Street, east of S-5. The lift is used for sewer and could be maintained if either alignment were selected.
- Caissons, existing and future, would be a concern if there were at-grade intersections at Cloverdale or Sycamore with either of the two bypass alignments. The Public Works Director stated if Cloverdale and Sycamore were to become at-grade intersection with the bypass alignments that the current and future function of the lift station would be difficult to maintain or expand. It was pointed out to the Director that these roadways are currently under study, and that they would probably be grade separated. The Director stated that this would avoid any problems.

The Mayor expressed that they will meet with the city council in order to pass a resolution in support of S-4. He seemed confident that they could get a majority of the votes, but it is unlikely to be unanimous.

The Mayor would like to set up a meeting with IDOT and the project team to present to the city council the issues associated with the two remaining alignments. The Mayor would like to have this meeting before the council resolution meeting.



One Geon Center • Avon Lake, Ohio 44012 • ~~440-930-1000~~ ⁴⁴⁰⁻⁹³⁰⁻³⁰⁸⁴

251 Chancellor's Park Court
Simpsonville, S.C. 29681
July 23, 2003

Mr. Eric Therkildsen, P.E.
Program Development Engineer
Illinois Department of Transportation
401 Main Street
Peoria, Illinois 61602

SUBJECT: Illinois Route 29 Study

Dear Mr. Therkildsen:

I enjoyed meeting you at the Public Information Meeting, held on June 11, 2003 at Henry Senachwine High School on Highway 29. I realize that this was a preliminary overview as to the various alignments for route 29 that the Department has under consideration. It was good to meet some of the persons; both from IDOT and CH2M HILL that are currently involved in this major project of expansion of Illinois 29 to four lanes.

Lincoln and Southern Railroad as a property owner, has an ongoing interest in the outcome of this project. Our operator, the Iowa Interstate Railroad, has a very strong interest as well.

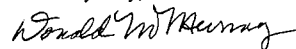
We are extremely concerned that the drainage conditions along the right of way do not deteriorate as a consequence of any work done on Rte. 29, particularly that could effect the railroad right of way. To assist us in assessing the drainage issues, as well as the project in general, we appreciate receiving copies of your hydraulic engineering survey when it is completed.

Depending on the final footprint for the highway IDOT may require easements. We would appreciate the opportunity to discuss the impact of those easements on railroad operations. In addition, if Route 17 at Sparland is realigned we would appreciate IDOT consulting with us on (minimum required) clearance issues.

Naturally, the Lincoln & Southern would have a deep interest in assisting IDOT in the identification and selection of reputable contractors for any track revision/relocation work.

If you have any question, please contact me.

Yours very truly,



Donald M. Murray, President
Lincoln & Southern Railroad

✓ Cc Richard W. Stafford, PE
CH2M Hill

Patrick H. Sheldon, AVP
Iowa Interstate Railroad

Woodrow Ban
PolyOne Corporation

Dennis Bailey,
PolyOne Corporation

CORRIDOR "A" RESOLUTION

A RESOLUTION OF THE HENRY SENACHWINE COMMUNITY UNIT SCHOOL DISTRICT 5, MARSHALL COUNTY, ILLINOIS SUPPORTING IMPROVEMENT OF ROUTE 29 AS A PART OF THE FOUR LANE HIGHWAY SYSTEM FROM PEORIA TO CHICAGO.

WHEREAS, a four-lane highway to link Peoria and Chicago has been proposed; and

WHEREAS, the Henry Senachwine Community Unit School District 5 wishes to express its support for a highway linking Peoria and Chicago; and

WHEREAS, presently, a two-lane highway known as Illinois Route 29 connects the Interstate 474/Route 6 Bypass to Interstate 180; and

WHEREAS, the State of Illinois Department of Transportation has proposed a route which does not take advantage of or incorporate significant portions of Illinois Route 29; and

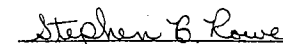
WHEREAS, the construction of a highway at the location recently proposed by IDOT (Corridor A) will take prime farmland out of production, increase transportation expenses and will isolate communities presently located on Route 29; and

WHEREAS, the improvement of Route 29 to a four-lane highway or incorporation of Route 29 into a four-lane highway, in addition to keeping prime farmland available for production will have the beneficial effect of facilitating the use of existing supporting services such as service stations, restaurants, lodging and emergency facilities by travelers on the highway.


NOW, THEREFORE, BE IT RESOLVED THAT THE HENRY SENACHWINE COMMUNITY UNIT SCHOOL DISTRICT 5 BOARD OF EDUCATION, MARSHALL COUNTY, ILLINOIS, that the Board of Education hereby amends its support for the construction of a four-lane highway system from Route 29 to Interstate 180. The District 5 School Board encourages the Illinois Department of Transportation to perform a study providing a 65 mph, four-lane highway improvement extending from Illinois Route 6 near Mossville, Illinois to I-180 near Hennepin, Illinois with such highway to come within ½ mile of the Henry city limits.

PASSED BY THE BOARD OF EDUCATION OF THE HENRY SENACHWINE COMMUNITY UNIT SCHOOL DISTRICT 5, MARSHALL COUNTY, ILLINOIS IN REGULAR SESSION, THIS 20TH DAY OF AUGUST, 2003.

APPROVED:


Stephen B. Rowe

ATTEST:


Joyce Wood, Board Secretary

RESOLUTION NO. 03-09-10

**A RESOLUTION OF THE CITY OF CHILLICOTHE, PEORIA COUNTY, ILLINOIS
SUPPORTING IMPROVEMENTS OF ROUTE 29 CONNECTING ILLINOIS ROUTE 6
TO INTERSTATE I-180.**

WHEREAS, a high-speed, four-lane, limited access highway linking Illinois Route 6 to Interstate I-180 has been proposed; and

WHEREAS, a two-lane highway, known as Illinois Route 29, presently connects Illinois Route 6 to Interstate I-180; and

WHEREAS, the improvement of Illinois Route 29 to a high-speed, four-lane, limited access highway, in addition to keeping prime farmland in production, will have a beneficial effect, if planned well, on the communities along the Route, including Chillicothe; and

WHEREAS, Chillicothe's current Comprehensive Plan points out that our community's future growth will be to the West; and

WHEREAS, the proposed highway Corridors under consideration bypass Chillicothe to the West; and

WHEREAS, the City of Chillicothe wishes to express its support for the proposed highway, and have input to the design of the highway as it bypasses Chillicothe.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF CHILLICOTHE, PEORIA COUNTY, ILLINOIS, as follows:

The City of Chillicothe hereby expresses its support for the construction of a high-speed, four-lane, limited access highway linking Illinois Route 6 to Interstate I-180, and bypassing the City of Chillicothe along proposed Corridor Alignment S-4, approximately one-half mile west of Chillicothe's current Corporate Limits; as long as the Illinois Department of Transportation allows City input, and provides full consideration of:

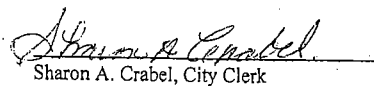
- A) a frontage road along the highway
- B) exits from the highway at Trutt Avenue and McGrath Street (extended),
- C) an underpass/overpass at Cloverdale Road, Benedict Road and Sycamore Street;

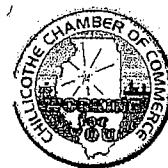
thereby allowing farm access, future development along the highway, future housing growth to the West, and police and fire access to the West.

PASSED BY THE COUNCIL OF THE CITY OF CHILlicothe, PEORIA COUNTY, ILLINOIS, THIS 8th DAY OF September, 2003.


Donald Z. White, Mayor

ATTEST:


Sharon A. Crabel, City Clerk



Chillicothe Area Chamber of Commerce

1028 North Second Street * Chillicothe, IL 61523-0106

309 274-4556 Fax 309 274-3303

www.chillicothechamber.com E-Mail info@chillicothechamber.com

Illinois Route 29 Chillicothe Bypass Resolution Survey

The Chillicothe Chamber of Commerce conducted a survey of its membership regarding their views of a resolution presented to the Chillicothe City Council by Mayor Donald White. The resolution would, if passed by the Council, express support for the Illinois Department of Transportation (IDOT) proposal to construct a high-speed highway that would bypass the City of Chillicothe along the west side of City.

Mayor White's proposed resolution iterates the general concept of the IDOT plan to build the new roadway. The resolution says that the City of Chillicothe supports the proposed highway bypass, as long as IDOT would allow the City of Chillicothe to provide input on the project and to assure that IDOT would consider three conditions.

The three conditions called for by the City of Chillicothe were 1.) Construction of a frontage road along the highway, 2.) Build highway exits at McGrath Street on the South, and at Truitt Ave. on the North. (McGrath Street would require extension from its current end at Parkhill St.) 3.) IDOT would construct an underpass or overpass at Cloverdale Road, Benedict Street and Sycamore Street.

The survey was mailed to members of the Chillicothe Chamber of Commerce. The survey included a copy of the proposed resolution and indicated that the empirical research studies submitted by First Ward Alderman Chris Cassidy were available for review at the City Clerk's office and at the Chamber of Commerce office. The survey contained four questions and a provision for additional comments.

Survey Questions

In the conduct of your business, do you believe the bypass will benefit your business?

Do you believe that the current road structure is adequate for the future growth and development of this city?

Given the opportunity, would you vote in favor or against the current bypass resolution?

Do you believe a new road, as proposed in the resolution, will increase the city's residential growth?

Survey Results

Nr. of Surveys Mailed	Nr. of Surveys Returned	Response Percentage
94	21	22%

Survey question responses

1. In the conduct of your business, do you believe the bypass will benefit your business?
 Yes: 13 (62%) No: 7 (33%) N/A 1 (5%)
2. Do you believe that the current road structure is adequate for the future growth and development of this city?
 Yes: 11 (52%) No: 8 (38%) N/A or Unsure 2 (10%)
3. Given the opportunity, would you vote in favor or against the current bypass resolution?
 Yes: 15 (71%) No: 6 (29%)
4. Do you believe a new road, as proposed in the resolution, will increase the city's residential growth?
 Yes: 14 (67%) No: 6 (29%) Perhaps: 1 (4%)

Note: Percentages were rounded to nearest full number to equal 100%.

Additional Comments

1. The new road to the west will provide Chillicothe with an opportunity to grow, if our city leaders are willing to take advantage of it. 3 Sisters(Park) when fully developed, will have better access for those traveling distances.
2. Should the new road bypass Chilli by being constructed on the east side of the river, it could have a negative effect on Chillicothe. The current road structure would remain status-quo, at best.
3. I do not believe there is a need for another road going north from Peoria.

4. What a waste of taxpayer money! The town will be a place to sleep, but no money will be spent here. 4th Street & 2nd Street will be empty – may as well put apartments or (illegible) there.
5. With a bypass going west of town people from Lacon and Sparland will no longer come here for groceries when the bypass will be a straight-shot to Super WalMart, Cub Foods or Kroger on Rte 40. Fast food won't stay on 4th Street. They will move out near the bypass as will gas station. Business does generate tax and I hope it isn't forgotten.
6. The bypass will kill 2nd and 4th street business. When people get on the bypass they will go to Peoria more than they do now and the local businesses do not get good patronization now.
7. Suggest adding a second resolution favoring the construction of a bridge at Mossyville.
8. This road may be built regardless of local desires. To alienate the planners & designers would be a mistake.
9. Years ago Second Street was Route 29.... Take a good look at Second Street, think back 20 years ago when we had a dime store, 2 jewelry stores, 3 hardware stores, 2 drug stores, 2 banks, a dress shop, a gift shop, a menswear store, a book/card shop, a photo shop, a fabric store, a craft store, a furniture store, a shoe store, a JC Penny store, a feed store and more in those two blocks. With the traffic flow went the business to Fourth Street. Take a good look at Fourth Street, 20 years from now....
10. The specifics in the resolution with regards to bypass location, exits, and under/over passes is a very good compromise - I am in full support.
11. This road isn't being proposed because Chillicothe needs it. It is being considered because the Greater Peoria Area needs it. Central Illinois needs it. It just happens to run near Chillicothe. I believe it would be a valuable asset to our City in the long term. In the short term, it would probably hurt some local merchants. However, because of what it would mean for the future growth of Chillicothe, I would have to be for it.
12. It would be easy for this resolution to pass, because we leave this decision in the hands of the mayor and council. Past voting records indicate that 10 to 25% of our community vote at general elections. People become complacent and disgusted with the system. The public doesn't generally voice their opinions. This however, has not been the case about the Chillicothe bypass. There has been a large grassroots effort to stop any type of bypass for Chillicothe. Are our elected officials now listening to the voters? Not one city official has asked for my opinion. Other business people I spoke with have not been contacted.
13. The Chillicothe Area Chamber of Commerce should be commended in their efforts for soliciting input from area business people. If this were put to vote, what would be the results? Bypass or No bypass? Do the elected officials know?
14. Our mayor and council should be making a concentrated effort to woo new business to Chillicothe. Chillicothe shouldn't have to settle on being a bedroom community. Isn't our motto, "Where the River Meets the Rails"? We have natural resources here that we should be promoting. Why settle? Other communities get aggressive in their efforts to promote growth. Why not / Chillicothe?
15. A road runs two ways. If we believe it will make it easy to come to Chillicothe, why won't it make it easier for people to leave Chillicothe – to shop Peoria?
16. What is not currently adequate is the north side of Chillicothe, where our four-lane road narrows to two-lane, making it inadequate for people to connect to Interstate 180.
17. Communities grow into great cities when business growth takes place.
18. What makes us believe residential growth is the answer for Chillicothe? Business growth is needed and residential growth will follow with little effort.
19. I would definitely not vote for the bypass. It will be a severe blow to Chillicothe.
20. (A) bridge would be better; going across river at Truitt.
21. What a great chance to manage the growth to the west. We probably have 10 years or so, to get the city services out to the road site. Good planning would allow the addition of both housing and commercial development along the road. I can see light industry and warehousing along the north end to take advantage of the road and rail access.
22. Let's support the road. Then get busy and see what the road can do for Chillicothe.
23. We will grow or Peoria will grow up to our borders. We need to manage the growth area and this is a great opportunity to manage this. If we don't do it, Peoria will manage it for us and guess what they will do for Chillicothe.
24. The City should plan to get sewer, water, etc. to the other side of the proposed road as soon as possible. Annex the area now and rebate city taxes to the current owners until it is not used for agriculture.